

WILSON PROMISES FAIR TREATMENT

Railroad Owners Are Entitled
to Adequate Compensation
He Tells Congress.

ASKED FOR NEW LEGISLATION

Executive Believes Return Should
Average Net Operating Income
for the Past Three Years.

Washington.—To guarantee proper returns to the railroads in the period of government operation, the President recommended that Congress provide compensation at the rate of the same net operating income as the roads have received for the three preceding fiscal years.

The President's address to Congress follows:

"Gentlemen of the Congress: I have asked the privilege of addressing you in order to report to you that December 28, during the recess of the Congress, acting through the Secretary of War and under the authority conferred upon me by the act of Congress approved August 29, 1916, I took possession and assumed control of the railway lines of the country and the systems of water transportation under their control.

"This step seemed to be imperatively necessary in the interest of the public welfare, in the presence of the great tasks of war with which we are now dealing.

"As our own experience develops difficulties and makes it clear that they are, I have deemed it my duty to remove those difficulties wherever I have the legal power to do so.

Must Mobilize All Resources.

"To assume control of the vast railway systems of the country is, I realize, a very heavy responsibility, but to fail to do so in the existing circumstances would have been much greater. I assumed the less responsibility rather than the greater.

"I am sure that I am speaking the mind of all thoughtful Americans when I say that it is our duty as representatives of the Nation to do everything that is necessary to do to secure their complete mobilization of the whole resources of America by as rapid and effective a means as can be found.

"Transportation supplies all the arteries of mobilization. Unless it be under a single and unified direction, the whole process of the Nation's action is embarrassed.

Voluntary Action Failed.

It was in the true spirit of America and it was right, that we should first try to effect the necessary unification under the voluntary action of those who were in charge of the great railway properties; and we did try it.

"The directors of the railways responded to the need promptly and generously. The group of railway executives who were charged with the task of actual co-ordination and general direction performed their difficult duties with patriotic zeal and marked ability, as was to have been expected, and did, I believe, everything that it was possible for them to do in the circumstances.

"If I have taken the task out of their hands it has not been because of any dereliction or failure on their part, but only because there were some things which the government can do and present management cannot.

"We shall continue to value most highly the advice and assistance of these gentlemen and I am sure we shall not find them withholding it.

"It has become unmistakably plain that only under government administration can the entire equipment of the several systems of transportation be fully and unreservedly thrown into a common service without injurious discrimination against particular properties.

Only Government Can Do It.

"Only under government administration can an absolutely and unembarrassed common use be made of all tracks, terminals, terminal facilities and equipment of every kind. Only under that authority can new terminals be constructed and developed without regard to the requirements or limitations of particular roads.

Under government administration all these things will be possible—not instantly, but as fast as practical difficulties, which cannot be merely conjured away, give way before the new management.

The common administration will be carried out with as little disturbance of the present operating organizations and personnel of the railways as possible. Nothing will be altered or disturbed which it is not necessary to disturb.

Public Service First.

"We are serving the public interest and safeguarding the public safety, but we are also mindful of the interest of those by whom these great properties are owned and glad to avail ourselves of the experience and trained ability of those who have been managing them.

"It is necessary that the transportation of troops and materials, of food and of fuel, and of everything that is necessary for the full mobilization of the energies and resources of the country, should be first considered, but it is clearly in the public interest also that the ordinary activities and the normal industrial and commercial life of the country should be interfered with and dislocated as little as possible and the public may rest assured that the interest and convenience of the private shipper will be as carefully served and safeguarded as it is possible to serve and safeguard it in the present extraordinary circumstances.

Should Be Fair to Owners.

"While the present authority of the executive sufficed for all purposes of administration, and while, of course, all private interests must for the present give way to the particular necessity, it is, I am sure you will agree, right and necessary that the owners and creditors of the railways, the holders of their stocks and bonds should receive from the government an unqualified guarantee that their properties will be maintained throughout the period of federal control in as good repair and as complete equipment as at present, and that the several roads will receive under federal management such compensation as is equitable and just alike to the owners and to the general public.

"I would suggest the average net railway operating income of the three years ending June 30, 1917.

Compensation Should Be Prompt.
"I earnestly recommend that these guarantees be given by appropriate legislation, and given as promptly as circumstances permit.

"I need not point out the essential justice of such guarantees and their great influence and significance as elements in the present financial and industrial situation of the country. Indeed, one of the strong arguments for assuming control of the railroads at this time is the financial argument.

"It is necessary that the values of railway securities should be justly and fairly paid and that the large financial operations every year necessary in connection with the maintenance, operation and development of the roads should, during the period of the war, be wisely related to the financial operations of the government.

"Our first duty is, of course, to conserve the common interest and the common safety and to make certain that nothing stands in the way of the successful prosecution of the great war for liberty and justice, but it is an obligation of public conscience and of public honor that the private interests we disturb should be kept safe from unjust injury, and it is of the utmost consequence to the government itself that all great financial operations should be stabilized and co-ordinated with the financial operations of the government. No borrowing should run athwart the borrowings of the federal treasury, and no fundamental industrial values should anywhere be unnecessarily impaired.

"In the hands of many small investors in the country, as well as in national banks, in insurance companies, in savings banks, in trust companies, in financial agencies of every kind railway securities, the sum total of which runs up to some ten or eleven thousand million dollars, constitute a vital part of the structure of credit, and the unquestioned solidity of that structure must be maintained.

McAdoo the Right Man.

"The Secretary of War and I easily agreed that, in view of the many complex interests which must be safeguarded and harmonized, as well as because of his exceptional experience and ability in this new field of governmental action, Mr. William G. McAdoo was the right man to assume direct administrative control of this new executive task. At our request, he consented to assume the authority and duties of organizer and director general of the new railway administration. He has assumed those duties and his work is in active progress.

"It is probably too much to expect that even under the unified railway administration, which will now be possible, sufficient economies can be effected in the operation of the railways to make it possible to add to their equipment and extend their operative facilities as much as the present extraordinary demands upon their use will render desirable without resorting to the national treasury for the funds.

Nation Must Aid Financially.

"If it is not possible it will, of course, be necessary to resort to the Congress for grants of money for that purpose. The Secretary of the Treasury will advise with your committees with regard to this very practical aspect of the matter.

"For the present, I suggest only the guarantees I have indicated and such appropriations as are necessary at the outset of this task. I take the liberty of expressing the hope that the Congress may grant these promptly and ungrudgingly. We are dealing with great matters and will, I am sure, deal with them greatly.

John Paul Jones Was Scotch.

John Paul Jones was Scotch by birth and a very enterprising person. During the Revolutionary war he commanded an American privateer and made successful attacks on British commerce. In 1779 the Dutch permitted him to enter their ports with two British ships of war, which he had taken and which the local authorities flatly refused to deliver up. He died at Paris in 1792, and his remains were brought to this country a few years ago for burial.

How Could There Be?

Hiram—"No parking?" Well, I reckon not! There ain't a tree or bench in sight anywhere!"

"BARBAROUS AS SLAVE DRIVERS"

Methods of Exponents of German
"Kultur" in Carrying Out
Deportation Order.

ADD HYPOCRISY TO CRUELTY.

Officers of "Modern Attila" Gave Attitude of England as Excuse for Repeating in France Atrocities Practiced in Belgium.

The course of the German armies in France was marked with the same brutalities that characterized the occupation of Belgium. Ample proof has been produced that the entire proceedings were a deliberate part of the calculated system of "frightfulness."

In France the German system of forced labor and deportations, with its horrors, was the same as in Belgium. In this article is shown the real identity of German practice in both occupied regions. This can be done from the official documents and from a summary by Ambassador Gerard. The harrowing details may be gathered from the scores of depositions which accompany the note addressed by the French government to the governments of the neutral powers July 25, 1916. These are on file in the state department, and have also been translated, along with the official documents, in "The Deportation of Women and Girls From Lille." (New York, Doran.)

German Proclamation at Lille.

"The attitude of England makes the provisioning of the population more and more difficult.

"To reduce the misery, the German authorities have recently asked for volunteers to go and work in the country. This offer has not had the success that was expected.

"In consequence of this the inhabitants will be deported by order and removed into the country. Persons deported will be sent to the interior of the occupied territory in France, far behind the front, where they will be employed in agricultural labor, and not on any military work whatever. By this measure they will be given the opportunity of providing better for their subsistence.

"In case of necessity, provisions can be obtained through the German depots. Every person deported will be allowed to take with him 30 kilograms of baggage (household utensils, clothes, etc.), which it will be well to make ready at once.

"I therefore order that no one, until further orders, shall change his place of residence. No one may absent himself from his declared legal residence from 9 p. m. to 6 a. m. (German time), unless he is in possession of a permit in due form.

"Inasmuch as this is an irrevocable measure, it is in the interest of the population itself to remain calm and obedient.

"COMMANDANT.

"Lille, April, 1916."

Notice Distributed in Lille.

"All the inhabitants of the houses, with the exception of children under fourteen and their mothers, and also of old people, must prepare themselves for transportation in an hour and a half's time.

"An officer will decide definitely what persons will be taken to the concentration camps. For this purpose all the inhabitants of the house must assemble in front of it; in case of bad weather they may remain in the passage. The door of the house must remain open. All protests will be useless. No inmate of the house, even those who are not to be transported, may leave the house before 8 a. m. (German time).

"Each person will be permitted to take 30 kilograms of baggage; if anyone's baggage exceeds that weight, it will all be rejected, without further consideration. Packages must be separately made up for each person and must bear an address legibly written and firmly affixed. This address must contain the surname and the Christian name and the number of the identity card.

"ETAPPE-KOMMANDANTUR.

(Lille, April, 1916.)

Belgian Address to French President. "To Monsieur Raymond Poincare, President of the French Republic, Paris.

"Sir: We have the honor to express again our most sincere gratitude to you for your most kind reception, a few days ago, of the deputation which went with feelings of legitimate emotion to inform you of the deportation of men and girls, which the German authorities have just carried out in the invaded districts.

"We have collected some details on the subject from the lips of an honorable and trustworthy person, who succeeded in leaving Tourcoing about ten

days ago; we think it our duty to bring these details to your notice by reproducing textually the declarations which have been made to us:

"These deportations began towards Easter. The Germans announced that the inhabitants of Roubaix, Tourcoing, Lille, etc., were going to be transported into French districts where their provisioning would be easier."

"At night, at about two o'clock in the morning, a whole district of the town was invaded by the troops of occupation. To each house was distributed a printed notice, of which we give herein an exact reproduction, preserving the style and spelling." (See document, above.)

"The inhabitants so warned were to hold themselves ready to depart an hour and a half after the distribution of the proclamation."

"Each family, drawn up outside the house, was examined by an officer, who pointed out haphazard the persons who were to go. No words can express the barbarity of this proceeding nor describe the heartrending scenes which occurred; young men and girls took hasty farewell of their parents—a farewell hurried by the German soldiers who were executing the infamous task—rejoined the group of those who were going, and found themselves in the middle of the street, surrounded by other soldiers with fixed bayonets."

"Tears of despair on the part of parents and children so ruthlessly separated did not soften the hearts of the brutal Germans. Sometimes, however, a more kind-hearted officer yielded to too great despair and did not choose all the persons whom he should—by the terms of his instructions—have separated."

Herded Like Cattle.

"These girls and lads were taken in street cars to factories, where they were numbered and labeled like cattle and grouped to form convoys. In these factories, they remained 12, 24 or 36 hours until a train was ready to remove them."

"The deportation began with the villages of Roncy, Halluin, etc., then Tourcoing and Roubaix. In the towns the Germans proceeded by districts."

"In all about 30,000 persons are said to have been carried off up to the present. This monstrous operation has taken eight to ten days to accomplish."

"The reason given by the German authorities is a humanitarian (?) one. They have put forward the following pretext: provisioning is going to break down in the large towns in the north and their suburbs, whereas in the Ardennes the feeding is easy and cheap."

"It is known from the young men and girls, since sent back to their families for reasons of health, that in the department of the Ardennes the victims are lodged in a terrible manner, in disgraceful promiscuity; they are compelled to work in the fields. It is unnecessary to say that the inhabitants of our towns are not trained to such work. The Germans pay them 1.50 m. But there are complaints of insufficient food."

"Barbarity of Slave Drivers."

"They were very badly received in the Ardennes. The Germans had told the Ardennais that these were "volunteers" who were coming to work, and the Ardennais proceeded to receive them with many insults, which only ceased when the forcible deportation of which they were the victims became known."

"Feeling ran especially high in our towns. Never has so iniquitous a measure been carried out. The Germans have shown all the barbarity of slave drivers."

"The families so scattered are in despair and the morale of the whole population is gravely affected. Boys of fourteen, schoolboys in knickerbockers, young girls of fifteen to sixteen have been carried off, and the despairing protests of their parents failed to touch the hearts of the German officers, or rather executioners."

"One last detail: The persons so deported are allowed to write home once a month; that is to say, even less often than military prisoners."

"We do not wish here to enter into the question of provisioning in the invaded districts; others, better qualified than ourselves, give you, as we know, frequent information. It is enough for us to describe in a few words the situation from this aspect: Entire Population in Misery."

"The provisioning is very difficult; food, apart from that supplied by the Spanish-American committee, is very scarce and terribly dear. . . . People are hungry and the provisioning is inadequate by at least a half; our population is suffering constant privations and is growing noticeably weaker. The death rate, too, has increased considerably."

"With all confidence in the sympathy of the government we venture to address a new and pressing appeal to your generous kindness and far-reaching influence in the name of those who are suffering on behalf of the whole country."

"Paris, 15th June, 1916, 3, rue Tailbout."

(Signed on behalf of various specified organizations by Toulemonde, Charles Droulers, Leon Hatine-Dalla, and Louis Lortholais.)

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Admonition Wasted.
"Say, old chap, lend me ten dollars."
"This eagerness for money is very bad; don't you know that money, after all, is nothing but trouble?"
"Well, it's my disposition to be borrowing trouble."

PROVEN SWAMP-ROOT AIDS WEAK KIDNEYS

The symptoms of kidney and bladder troubles are often very distressing and leave the system in a run-down condition. The kidneys seem to suffer most, as almost every victim complains of lame back and urinary troubles which should not be neglected, as these danger signals often lead to more dangerous kidney troubles.

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However, if you wish first to test this great preparation send ten cents to Dr. Kilmer & Co., Binghamton, N. Y., for a sample bottle. When writing be sure and mention this paper.—Adm.

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